

SECRET

2059Z 29 OCT 64

25X1A

DIRECTOR 25X1A

OM

FROM:

TO:

25X1A

TOR: 2317Z 29 OCT 64

25X1A

PRIORITY

INFO

CITE

8380

25X1A

OXCART

PRELIMINARY Q BAY PACKAGE TEST REPORT.

I. GENERAL

1. TYPE I

2. TEST NBR ATF - 75B.

3. TEST DATE 23 OCT 64

4. ARTICLE NBR 125

5. TIME T.O. 1455Z, LAND 1611Z

6. PACKAGE OPERATE TIME: 66 MINUTES TOTAL 1509Z AND

1606Z.

7. TEST CONDITIONS:

A. PRESS ALT 78M

B. MACH NBR 2.83

C. INS STATUS OK

D. WEATHER. CLEAR

8. TEST OBJECTIVES: PRIMARY. OBTAIN STABILIZATION SYSTEM PERFORMANCE WHEN ARTICLE IS OPERATING WITHOUT ENGINE PROBLEMS.

SECRET

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

25X1A

S E C R E T

8380 (IN 55055)

PAGE TWO

COMPARE V/H DATA WITH ACTUAL FLIGHT PROFILE. COMPARE SC AND DM TAB
RUN INFORMATION WITH DATA CHAMBER RECORDS AND PILOTS RECORDING.
SECONDARY. CONFIRM EXPOSURE PROGRAMMER OPERATES SLIT OVER TOTAL
FLIGHT. TERTIARY. GATHER ADDITIONAL HELIUM CONSUMPTION DATA
AND ATMOSPHERIC SCATTER DATA.

9. TEST RESULTS: STABILIZATION INFORMATION IS NOT CONSIDERED
VALID DUE TO PROBLEMS ENCOUNTERED BY PILOT WITH ENGINES.
THIS CAUSED ROUGH FLIGHT WITH MANY OSCILLATIONS AND PERTURBATIONS.
ON LANDING APPROACH PITCH DOWN ATTITUDE APPARENTLY KEPT SYSTEM CAGED
FOR LAST PART OF FLIGHT. THERE IS VERY POOR CORRELATION
BETWEEN DATA CHAMBER READOUT AND SC AND DM RECORD. POSITION, V/H
AND GROUND SPEED DO NOT COINCIDE BETWEEN THE TWO SYSTEMS. THE SLIT
PROGRAMMER OPERATED THROUGHOUT THE WHOLE FLIGHT CONTROLLING THE
SLITS. THE FAIL LIGHT ON THE PANIC PANEL STAYED ON DURING THE
TIME THE SYSTEM WAS IN STANDBY, BUT WENT OUT IN OPERATE. THE
HELIUM CONSUMPTION WAS ABOUT 5.7 GMS PER MINUTE. ATMOSPHERIC
SCATTER DATA WAS TAKEN.

END OF MESSAGE

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